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Eastern Tropics are governed, and in the main well-governed, by the white man.

Next follow four chapters on American rule in the Philippines, in the course of which Mr. Ireland unsparingly points out the weaknesses of the existing government. The more important of these are, the futile attempt to prepare the natives in a decade for a political system which it took white men centuries to develop; the insistence upon the curious fallacy that education is the first need of the islands, when the great natural resources of the archipelago, whose development is absolutely essential to the maintenance of prosperity, remain practically untouched; the establishment of one of the most costly colonial governments in the whole tropics, which nevertheless returns a minimum of permanent public works to the taxpayer in compensation for exorbitant taxes; the failure to establish peace and order and to protect those natives who are loyal to the government; the maintenance of a prohibitive tariff against Philippine exports to the United States; the failure to give a full and detailed statement of government expenditures, and the absence of any effort to insure an adequate labor supply for the islands.

Two of these points deserve special consideration, viz., the tariff and the labor supply. The governor and commission have repeatedly urged with unanswerable logic the necessity of allowing the Filipino to market his products in the United States, and it is reported that the recent tour of the islands by members of Congress in company with the Secretary of War, has already had a marked effect in showing the need for an immediate change. Hitherto Congress has refused to remove this insurmountable barrier to Philippine progress. In the matter of the labor supply Mr. Ireland shows that throughout the country districts it is practically impossible to obtain either skilled or unskilled labor because of the indolent nature of the inhabitants and the fact that the few who will work, go to the cities. But the author goes much farther; he demonstrates that in almost all the tropical countries of the world where industrial development is taking place, this development rests upon coolie labor from China or East India. It is not to be denied that the disadvantages of the coolie labor system should be weighed in the balance, but neither is it possible to escape the inexorable conclusion that if the native will not work, either the country must be abandoned to industrial stagnation or a supply of willing laborers must be brought in from abroad. The weight of evidence is in favor of the admission of the Chinaman to the Philippines.

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**Judson, Frederick N.** *The Law of Interstate Commerce and its Federal Regulation.* Pp. xix, 509. Price, \$5.00. Chicago: T. H. Flood & Co., 1905.

Mr. Judson has written his volume for the purpose of presenting in a "compact form the law of interstate commerce as declared by the courts since the adoption of the Constitution, and also enacted by Congress and

applied by the Interstate Commerce Commission in the direct exercise of the power of federal regulation." "It is the aim of this book to state without needless amplification or iteration the existing law, as its rules have been judicially formulated, and the interesting questions of public policy connected with this subject have therefore not been discussed."

The volume is divided into two parts, the first part, comprising about one-fourth of the book, deals briefly with the power of the federal government over interstate commerce and with the statutes that have been enacted in the exercise of that power. Part two discusses in more detail the interstate commerce act of 1887, the anti-trust law of 1890, the safety appliance legislation of 1893 and 1896, and various other minor acts of legislation regarding interstate commerce. The latter part of the book is devoted to the presentation of information regarding "procedure before the Interstate Commerce Commission." The rules of practice and the forms in proceedings before the commission are given, and a lengthy table is included analyzing the commission's rulings.

The volume is systematically arranged, it is well proportioned and carefully written. It is both a good treatise and a valuable book of reference. Mr. Judson has done an especially useful service by preparing this careful treatise covering not only the constitutional and statute law of interstate commerce, but also the large and highly important body of administrative law that has been developed by the Interstate Commerce Commission since 1887. As he states, "every phase of the complex adjustment of railway rates has been considered by the commission, and their rulings in this infinite variety of cases have a permanent value in the solution of the transportation problems of the future." Neither the lawyer nor the economist interested in transportation can afford to neglect part two of Mr. Judson's book.

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**Redlich, Josef.** *Local Government in England.* Edited with additions by Francis W. Hirst. Two Vols. Pp. 427, 435. Price, 21s. each. London: The Macmillan Company.

Until very recently, von Gneist's monographs and books upon English local government have been recognized as authorities in all German-speaking countries. In large measure, his theories have had full sway for over a generation, and not until the work by Professor Josef Redlich, of the University of Vienna, was published in 1901, was there a thoroughgoing criticism of them or a comprehensive work upon the subject from the opposite point of view. When this treatise appeared, it attracted attention and received favorable comment not only in Austria and Germany, but in England. Thanks to Mr. Hirst, Barrister of the Inner Temple, the book may now be had in English.

The volumes before us are not a mere translation. Mr. Hirst is a thorough student of his own country, and the two volumes he has written